

COUNTRY <u>Poland</u>		TOPIC <u>REPORT</u>	
EVALUATION <input type="checkbox"/> PLACE OBTAINED <input type="checkbox"/> 25X1			
DATE OF CONTENT <input type="checkbox"/>		25X1	
DATE OBTAINED <input type="checkbox"/>	DATE PREPARED <u>26 April 1955</u>		25X1
REFERENCES _____			
PAGES <u>5</u>	ENCLOSURES (NO. & TYPE) <u>1 - one sketch, with legend on ditto</u>		
REMARKS _____			
This is UNEVALUATED Information			
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1. Stolp-Reitz (54 28 30 N/17 06 45 E) airfield was a former German installation which was occupied by Soviet Air Force troops after 1945. The field was taken over by the Polish Air Force approximately in 1950. At that time, improvement work was started at the field. This work was still in full swing in October 1953. Approximately in 1950/51, grading work was started on the area east of the old landing field as far as the road leading from Jeseritz to the western edge of Reitz. This was a lightly undulated terrain covered with fields. Grading work was completed there sometime during the summer of 1952. The terrain was covered with grass in the summer of 1953. At that time, expansion work was still under way on the runway. In the course of 1952, the clearing of wood and grading work was started on 800-meter-wide N-S strips west, northwest and north of Reitz. This work still continued in October 1953. ☐
2. The following reads and paths were used while passing along Stolp-Reitz airfield almost every day:
  - a. Prior to the fall of 1952, the road leading from Jeseritz to the western edge of Reitz. After the fall of 1952, this road was blocked by 2 barriers and guarded by sentries.
  - b. Prior to the fall of 1952, the field path from Jeseritz via Neiderzin to Stolp. This path was officially blocked for civilian traffic from the middle of 1952. There was a ditch across the path near Jesejitz.

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- c. Prior to ~~the summer of 1953~~, the field path from Reitz toward the north to ~~the road connecting~~ Jeseritz and Vilgelow. This path was officially ~~blocked for civilian~~ traffic from 1952 but was still used by vehicles of nearby farms during the summer of 1953.
  - d. Prior to the summer of 1953, the field path leading from Jeseritz to Vilgelow. This path was also officially blocked for civilian traffic from 1952 and still was used by vehicles of farms during the summer of 1953.
  - e. Prior to October 1953, the road leading from Vilgelow to the north as far as Granzin.
  - f. Prior to October 1953, the road leading from Reitz to Vilgelow. The latter two roads were open for public traffic until October 1953.
  - g. The Stolp-Danzig (54 21 N/ 18 40 E) road which was open for public traffic ~~all the time~~. The taking of photographs and the stopping of traffic on this road along the edge of the field was ~~not~~ allowed.
3. In 1945, no runway existed at the field. The construction of a runway was started after the war and expansion work on this runway began in the fall of 1952.

No stationary tank installations were available. Tank trucks with Polish Air Force drivers were repeatedly seen on the road between the airfield and Stolp, moving in both directions. Three or 4 hangars with concrete aprons in front and concrete approach roads, which had been built by the Germans, were seen in the eastern section of the southern edge of the field. Adjacent south of these hangars were about 15 two- and three-story barracks buildings. Most of these buildings were apparently used as quarters. Old buildings of an undetermined utilization were about 1 km north of Reitz.

4. West of the hangars was a radio installation of 4 steel masts, 15 to 20 meters high and arranged in a square of which each side was about 30 meters long. The masts were fitted with climbing irons and braced by several guy wires. They were interconnected by antennas. A small brick building was located in a depression between the masts. From 1950 to 1952, work was repeatedly done on this radio installation. No other radio installations or radar stations were observed at the field until October 1953.
5. From 1952 to the spring of 1953, a spur track was laid from Jeseritz railroad station to the area south of the old buildings mentioned above. Open and closed freightcars were repeatedly seen moving on this track to the old buildings. Railroad tank cars were not observed on the siding.
6.  expansion work was done by a state owned construction firm in Posen (52 25 N/16 58 E) or Bromberg (53 09 N/ 1800 E). The construction bureau of this firm was located at the field. About 500 civilian workers in addition to about 500 Polish Air Force soldiers were engaged in expansion work. Most of

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the civilian workers were Germans from villages in the Stolp area. Many Germans were willing to work at the field because of the high pay. Six to 8 levellers were used in addition to several dredgers, concrete mixing machines and narrow-gauge field railways. Horse-drawn vehicles of Polish farmers of neighboring farms were used for the transportation of earth.

7. Prior to 1950, the field was occupied by an air unit of the Soviet Air Force. In the course of 1950, the field was handed over to the Polish Air Force. From 1951, only Polish Air Force troops were stationed there. The personnel strength was estimated at 1,000 men, mostly young Polish soldiers from 20 to 25 years old. The Poles wore blue gray uniforms, long trousers, jackets, gray blue shirts with neckties of the same color, lace-shoes, and garrison caps. Individual soldiers wore blue gray visor caps. The officers wore uniforms of the same color as the EM. A regular exchange of air force personnel was not observed.
8. Prior to approximately the summer of 1952, busses occupied by Polish navy personnel were seen on the Stolp-Danzig road. It could not be determined if there were also officers among the navy personnel who wore dark blue uniforms and navy caps with loose ribbons. It was observed once or twice that such a bus moved through the southern gate to the field. [REDACTED]

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It was rumored among the German population in the Stolp area that Soviet officers were employed as instructors at the field. Soviet officers wearing brown uniforms with light blue cuffs were repeatedly seen in Stolp.

9. The aircraft stationed at the field were always parked in the northern hangars. The Soviet Air Force unit which was stationed at the field prior to 1950 was equipped with the same jet aircraft which were employed by the Polish Air Force from 1951. It is possible that the aircraft were taken over by the Polish Air Force. The jet aircraft were of the same type. Individual biplanes were also stationed at the field. From 1952 to 1953, the number of jet aircraft was reduced to about 30. [REDACTED]
10. During daytime, there was intensive air activity by jet aircraft. Up to 15 aircraft were repeatedly aloft at the same time. Air activity was conducted almost daily and in all weather from the early morning to nightfall. For a long period, the aircraft individually made short local flights at low altitudes. During other periods of various duration, long individual flights in the Stolp area and formation flights of 2, 4 and 6 aircraft were made. For formation flying, the aircraft always took off in elements of two and subsequently assembled in formations of up to six aircraft flying at a distance of more than 1 aircraft length and 1 wing span. After formation flying, the aircraft landed individually and in close succession. Individual aircraft made aerobatics including climbing, diving, steep turns, rolls and loops to the rear. The biplanes which seldom conducted air activity made long individual flights.

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Approximately in the fall of 1952 or the spring of 1953, night flying by jet aircraft was observed during several nights. Later, these night flights were no longer seen. During the night flights, the buildings and obstacles at the field were marked by red obstacle lights, while the landing field was brightly illuminated by white light. A flare path white lights extended approximately in the east-northeastern extension of the runway to a point approximately in line with the Vilgelow-Jeseritz field path. The aircraft took off toward the west and landed after approaching over the flare path.

10. [redacted] a jet aircraft, after taking off from the field, crashed in 1953. In the same year, a collision of two jet aircraft was observed in the vicinity of the field. One of the two aircraft crashed to the ground, and caught fire. The pilot of this aircraft escaped by parachute. 25X1
11. The drivers of the motor vehicles observed at the field wore Polish Air Force uniforms. The air force unit stationed at the field was equipped with the following motor vehicles:

Three-axle, 3-ton trucks, model ZIS, similar to the American model GMC, with rounded off mudguards at the front. Trucks of the same type were employed by the Polish farm administration in Stolp.

Two-axle, 2-ton trucks of model ZIS.

Two- and three-axle tank trucks of model ZIS.

Jeeps

Small two-axle trucks, about 1.5 tons, Diesel engine [redacted] 25X1

Modern busses [redacted] thought to be [redacted] 25X1  
obsolescent German busses. 25X1

From vehicular traffic observed it was inferred that a sizeable number of vehicles was available.

12. A wire fence attached to concrete pillars was only observed along the southern edge of the field, along the main road, beginning at the western end and terminating at the main road of Reitz.

No AA guns were observed at the field.

Polish Air Force sentries were permanently posted at the entrance from the Stolp-Danzig road, at the road block on the Jeseritz-Reitz road, and at the side road south of Jeseritz.

13. A former airfield was located southeast of Deutsch Buckow (54 31 N/17 07 E). The old Zeppelin hangar on the southeastern edge of the field was under repair in 1950/1951. Upon completion of repair work on the roof and windows, the hangar was used for the storage of grain of the civilian sector. The former airfield was fenced in and covered an area about 1,000 meters square from northwest to southeast. It was a level meadow which was not used for agricultural purposes. From 1945 to October 1953, it was not observed that the area was used by aircraft. 2

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14. The former airfield of the Soviet Air Force between Roggatz (54 31 N/ 17 09 E) and Granzin (54 30 N/1709 E) just north of the Stolp-Danzig railroad line had no brick buildings. When the field was still occupied by the Soviets, the Soviet Air Force personnel were quartered in Roggatz and the headquarters was located in Kuckow (5432 N/ 1711 E). The landing field which extended from east to west and from north to south covered an area of about 1,500 x 1,000 meters. An adjacent western strip of about 300 meters beyond the Roggatz-Granzin road was not released for cultivation in 1953. This strip was only used as pasture land. The other areas surrounding the former landing field were plowed and cultivated. The ditches on both sides of the Granzin-Roggatz field path in the area of the former landing field had been leveled in 1945. The trees on either side were cut. In 1952 or 1953, the stumps were removed by Polish soldiers. The path was not longer used by public traffic.

Soviet fighters and twin-engine bombers took off from this field up to May 1945. In May 1945, the Soviets vacated the installation and no air activity was observed there up to October 1953. 3

15. Stolp-West airfield had been constructed by the former German Air Force at the southwestern edge of the town. No improvement or expansion work was observed at the field up to the fall of 1953. There was no runway. No Polish Air Force troops were seen at the field but only members of the Polish air youth, who wore blue gray uniforms and garrison caps, similar to those worn by the Polish Air Force. The youths were from 16 to 20 years old. The Polish air youths had a house with the inscription "Swedlica Lotnicza Slupski" (club house of the pilots from Stolp) on the eastern side of the former Ring Strasse in Stolp.

No aircraft were seen at the field. It was occasionally observed from Stolp that small gliders were towed by biplanes over the field and, after being released, flew some curves over the field before landing. This procedure was repeated several times on individual days. Up to 2 gliders were simultaneously aloft. According to Germans from the Stolp area, premilitary flight training was conducted by Polish youths at the field. 4

16. In 1953, [redacted] 25X1  
[redacted] the construction of a very large airfield for the Polish Air Force 25X1  
would start in the Glowitz area in 1953. Many Germans from the Glowitz area were allegedly employed for construction work at the field. 5

1. [redacted] Comment. The detailed information on Stolp-Reitz airfield supplements 25X1  
and confirms previous reports. The unidentified buildings 1 km north of  
Reitz presumably belong to a former German ammunition dump. For layout  
sketch of airfield, status as of October 1953, see Annex.
2. [redacted] Comment. The same statements were received previously. 25X1
3. [redacted] Comment. This information, though received for the first time, is  
believed credible.
4. [redacted] Comment. The same information has previously been received. 25X1
5. [redacted] Comment. A previous report contained information on the alleged  
construction of a new airfield west-northwest of Glowitz in connection  
with the air force training field near Selesen (54 39 N/ 17 16 E).

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Annex

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Stolp-Reitz AirfieldLegend.

- 1 Barrier across road, guarded by sentry
- 2 Graded area, 1,200 to 1,400 x 600 meters
- 3 Old landing field of Reitz airfield, about 1,200 x 1,500 meters, formerly used by German Air Force
- 4 Old glue factory and brickyard, no longer in operation, some buildings dilapidated
- 5 Undulated area, being graded as expansion strip
- 6 Small wood with brushwood, partially cleared
- 7 Strip, about 500 meters wide, cleared and graded
- 8 Single-track railroad siding, completed in the spring of 1953
- 9 Radio installation
- 10 Area with barracks buildings, including about 15 two-and three-story buildings, about 60 x 15 meters; about 50 percent had been built by the Germans before the end of the war, other buildings constructed by the Poles in 1952/1953; old buildings have camouflage paint, new buildings are painted yellow
- 11 Former German cantonment, torn down in 1947
- 12 Three or 4 hangars, about 80 meters long, flat structures with glazed upper section; aprons in front of hangars concreted; 2 or 3 concrete roads connected the hangars with the road (item 25); old gates at the concrete approach roads permanently closed and apparently not used by the Poles; concrete roads are also located between the hangars.
- 13 Runway, could only be seen from the Reitz-Jeseritz road prior to the fall of 1952; after that time, this road was blocked; aircraft took off and landed on the runway during the fall of 1952
- 14 Extension strip; during the fall of 1952, excavation work started on this strip upon completion of grading work on the adjacent northern area (item 2); area (item 3) had already a grass cover. Concrete mixing machines were seen at eastern end of runway; work continued during the summer of 1953; [redacted] that the runway was extended toward the east during the summer of 1953. 25X1
- 15 Old German installation of unknown utilization in high forest area. Brick buildings with concrete connecting lanes observed. Work of undetermined type done in this area after 1952. In 1953, open and closed freightcars repeatedly observed on the spur track (item 8).
- 16a Field path, interrupted by ditch near Jeseritz in mid-1952. Since that time, path is officially blocked for civilian traffic
- 17 Tarred road, blocked by 2 barriers since summer or fall of 1952; one barrier located near item 1, other barrier near point where road branches off from road (25). Sentries of Polish Air Force posted at barriers
- 18 Paved road with dust road, open for civilian traffic up to the fall of 1953
- 19 Field path, blocked because of clearing and grading work on area (item 7); road still used by horse-drawn vehicles of neighboring state-owned farms during the summer of 1953
- 20 Field path, blocked, but still used by vehicles of neighboring farms.

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- 21 Paved road with dustroad, open for civilian traffic up to October 1953
- 22 Field path, not blocked
- 23 Field path, not blocked
- 24 Old bunker area of former German Air Force
- 25 Stolp-Danzig highway, 6 to 7 meters wide, new asphalt cover, warning plates reading that halting of vehicles and taking of photographs is prohibited are located along field border; Barbed wire fence along edge of airfield. No fences along other field borders.

Entrances to airfield: main entrance near item 10 guarded by sentries of Polish Air Force; other entrances along road (item 25), permanently closed and apparently not used.

Villages around airfield: Reitz, now called [redacted] farm with houses for workers; [redacted] occupied by Germans  
 Neiderzin, [redacted]  
 Jeseritz, [redacted] owned farm with [redacted] workers; still occupied by Germans  
 Granzin, now called [redacted] 2 [redacted]-owned farms with buildings [redacted] still occupied By Germans  
 Vilgelow, now called [redacted]-owned farm with buildings [redacted] still occupied by Germans  
 Vessin, now called [redacted] south of Reitz, with farms occupied by Poles

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Stolp-Reitz Airfield

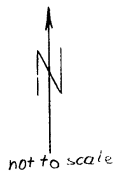
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For legend, see next page.

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